METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
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ARTERIAL OPERATIONS COMMITTEE

MEETING NOTICE
10:00 am – 11:30 am, Tuesday, May 1, 2007
Joseph P. Bort MetroCenter
Conference Room 171
101 Eighth Street
Oakland CA 94607-4700

Chair: Brian Sowers, Kimley-Horn
Vice-Chair: Josh Peterman, Fehr & Peers
Staff Liaison: Christina Atienza
510.817.5828
catienza@mtc.ca.gov

The Arterial Operations Committee oversees the Bay Area's efforts to improve arterial efficiency and safety. Committee membership is open to Bay Area traffic engineers and consultants. For more information, visit www.mtc.ca.gov/services/arterial_operations/.

AGENDA

1. Introductions and Review of March 6 Meeting Notes* (Sowers) 10:00 a.m.
2. Technology Transfer Seminar* (Atienza) 10:10 a.m.
   Invitation to May 22 School Safety Seminar
3. Traffic Signals Database* (Atienza) 10:20 a.m.
   Discussion of Disposition
4. Draft 2009 RTP Vision and Goals* (Atienza) 10:30 a.m.
   Discussion of Draft RTP Vision and Goals
5. Traffic Safety Vision for 2009 RTP* (Atienza) 10:50 a.m.
   Discussion of Results of Regional Collision Analysis, Development of Vision, Identification of Potential Future Projects
6. Other Business* (All) 11:20 a.m.
   FOCUS Call for Projects, Regional ITS Architecture Workshop, Bike-to-Work Day

Next Meeting: Sept. 11, 2007 at MetroCenter Conference Room 171
(Note: The July 10, 2007 meeting is cancelled.) *Attachment

ARTERIAL OPERATIONS COMMITTEE

Notes from March 6, 2007 Meeting

1. Introductions, and Review of Jan. 9 Meeting Notes. The meeting was called to order by Brian Sowers, Chair, who asked everyone to introduce themselves. The meeting notes were approved as written.
2. Regional Signal Timing Program. Staff presented the list of projects recommended for funding for the 2007 RSTP cycle, stating that MTC's Operations Committee at their meeting on Feb 9th approved the recommended projects. Staff has notified the respective cities of their successful applications, and expects to kick-off the projects soon. A correction was noted for the list of projects: the San Anselmo project does not include Caltrans intersections.
3. Technology Transfer Program. Staff presented for the Committee's approval a revised outline and schedule for the upcoming School Safety seminar. Staff invited suggestions from the Committee relating to other speakers for local agency implementation examples. Suggestions included: inviting the City of Livermore to share information about their School Valet Program, including a discussion on prioritizing schools, and providing educational and promotional materials during the seminar.
4. Final Work Plan for 2007. Staff presented the final work plan for 2007 revised based on the Committee's input at the January meeting. The final work plan was approved.
5. Development of the 2009 RTP Vision. Staff presented draft RTP Issue Briefs on Arterial Operations and Traffic Safety prepared for Phase 1 of the 2009 RTP Vision. Staff invited discussion on the issue briefs. Suggestions included: focusing on routes that experience the heaviest congestion; incorporating in the briefs programs which have been used to fund arterial operations in the past; combining both pavement rehabilitation and arterial operations work to reduce disruption to the public; including programs to educate the public on traffic safety; and improving existing traffic legislation.
6. Strategic Highway Safety Plan. Staff discussed the findings and strategies presented in the SHSP, and invited the Committee's input for developing the problem definitions for Challenge Area 16 strategies.
7. Other Business. Staff announced the release of the HSIP Call for Projects by Caltrans, and discussed the impact of new DST dates on coordinated traffic signal operations. Staff also provided updates on the Regional ITS Architecture workshops and the approved projects under the Infrastructure Bond. David Huynh announced a training session that was going to be provided by the Public Utilities Commission.

ARTERIAL OPERATIONS COMMITTEE

March 6, 2007 Meeting Attendees

	Name	Agency
1.	Kevin Aguigui	Kimley-Horn
2.	Christina Atienza	MTC
3.	Rene Baile	Menlo Park
4.	Shirley Chan	Daly City
5.	Augustine Chou	Burlingame
6.	Casey Emoto	VTA
7.	Kevin Fehon	DKS
8.	Ed Franzen	Antioch
9.	Jeff Georgevich	MTC
10.	Shruti Hari	MTC
11.	Dean Hsiao	San Leandro
12.	David Huynh	Fremont
13.	David Kobayashi	VTA
14.	Lily Lim-Tsao	San Jose
15.	David Mahama	TJKM
16.	Ramin Massoumi	Iteris
17.	Javad Mirabdal	San Francisco
18.	Jason Nutt	Santa Rosa
19.	Maurice Palumbo	GGBHTD
20.	Rep. For Ananth Prasad	Santa Clara County
21.	Ken Salvail	San Jose
22.	Nazanin Shakerin	Danville
23.	Brian Sowers (Chair)	Kimley-Horn
24.	Simin Timuri	Walnut Creek

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Memorandum

TO: Arterial Operations Committee DATE: April 26, 2007

FR: Christina Atienza W. I.: 1234

RE: **Technology Transfer Program**

The Technology Transfer Program offers free half-day seminars on various topics of interest to Bay Area traffic engineers. For FY 05/06 and 06/07, MTC retained Kimley-Horn and Associates to help develop and provide seminars on the following topics that were identified by the Committee: wireless communication for signal systems; advanced signal timing, including transit signal priority and railroad preemption; school safety; accommodating an aging population; and road diets. The seminar on wireless communication for signal systems was held in October 2005, and the seminar on advanced signal timing was held in October 2006.

School Safety Seminar

When:	Tuesday, May 22, 10:00 a.m. to 2:00 p.m.
Where:	MetroCenter Auditorium 101 Eighth Street, Oakland CA *(across Lake Merritt BART station)*
Target Audience:	Bay Area transportation planners and traffic engineers
What:	How to create a school safety improvement plan: analyzing and prioritizing needs; identifying and developing countermeasures; how to prioritize schools; how to engage schools and school kids; funding sources; and latest developments in the Safe Routes to School Program. Lessons learned in Marin County, San Jose, and other cities in the Bay Area.
Speakers:	Linda Crabill-Byrne, San Jose StreetSmart Program; Hank Haugse, Nolte Associates; Wendi Kallins, Marin County Bicycle Coalition; David Parisi, Parisi Associates; Jim West, Kimley-Horn and Associates
RSVP by:	Tuesday, May 15 to techtransfer@mtc.ca.gov

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Memorandum

TO: Arterial Operations Committee DATE: April 26, 2007

FR: Christina Atienza W. I.: 1234

RE: **Traffic Signals Database**

The Traffic Signals Database was launched in 2002 as an on-line tool to help local agencies better manage their inventory of traffic signals and associated equipment, while at the same time providing MTC with a way to assess regional needs. Extensive data collection and software development efforts were undertaken between 1999 and 2002 to develop the database and accompanying web application that is available at www.bayareatrafficsignals.org. Between 2003 and 2004, additional software development was undertaken to enhance the functionality of the application in an effort to encourage higher use, but that effort was postponed until such time as MTC's web application standards stabilized. From 2004 on, MTC has taken advantage of the opportunity to gather more recent data through Regional Signal Timing Program projects, but those data have not been uploaded as they had been designed for the enhanced application that had yet to be deployed. As a result, the data in the existing database is now fairly old and potentially inaccurate.

MTC has decided to discontinue supporting the web application and database. Agencies who wish to have their data e-mailed to them should contact me no later than June 1, 2007.

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Memorandum

TO: Arterial Operations Committee DATE: April 26, 2007

FR: Christina Atienza W. I.: 1234

RE: **Draft 2009 RTP Vision and Goals**

Following for the Committee's review and comment are two memos with attachments:

- Draft 2009 Regional Transportation Plan Goals, and
- Defining the Approach for the RTP Vision.

Both memos were presented by MTC staff to the Partnership Technical Advisory Committee at their April 16 meeting. Of particular relevance to arterial operations are the goals pertaining to safety, reliability, and clean air. The goals are scheduled for adoption by the Commission at their July meeting. Project proposals for the 2009 RTP Vision will be due no later than June 22.

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Memorandum

TO: Partnership Technical Advisory Committee DATE: April 9, 2007

FR: Ashley Nguyen W. I.

RE: Draft 2009 RTP Goals

MTC adopted a new set of goals as part of the Transportation 2030 Plan. The six goals are safety and maintenance, reliability, access to mobility, livable communities, clean air, and efficient freight travel. For each goal, we identified the Purpose, Objectives, Examples of Current Efforts, and Measures of Progress.

As part of the preparation of the 2009 Regional Transportation Plan (RTP), MTC staff revisited the current RTP goals and proposed a few revisions. Our approach was to first update the RTP goals to reflect the new and modified SAFETEA planning factors, which include (1) safety for motorized and non-motorized users, (2) security related to homeland security and transportation, and (3) linkages between transportation, land use and economic development. We also updated the Current Efforts and modified the Measures of Progress based on the findings from the Transportation 2030 Goals' Measures of Progress Report. Then, we proposed two new RTP goals to deal with transportation security and emergency management in response to SAFETEA's security planning factor and greenhouse gases (GHGs) and climate change in response to the state's goal of reducing GHGs and significant public attention on climate change issues.

MTC staff is soliciting your input on these proposed Draft 2009 RTP Goals, and we look forward to your comments on how to further refine the purpose, objectives, and performance measures for each goal.

Schedule

Key milestones are as follows:

- Review by PTAC on April 16, 2007
- Review by MTC advisory committees in May 2007
- MTC approval in July 2007

Revisions are shown in blue and bold text.

SAFETY: A Safe and Well-Maintained System

	Transportation 2030 Plan Goal	***Proposed Revisions***	***Reason for Revisions***
Purpose	Ensuring the safety of travelers is a priority for all government agencies engaged in transportation, whether the trip is by car, transit, bike or walking. ~~Protecting transportation facilities from terrorism is also a new safety area for federal, state, and local law enforcement officials and requires the cooperation of all Bay Area transportation agencies.~~ The public also expects transportation facilities to be kept in a good state of repair, which requires diligence in attending to ongoing maintenance and rehabilitation needs. Future investments to improve transportation will not perform as intended if the rest of the system is poorly maintained. Maintaining the condition of the Bay Area's transportation infrastructure will enhance the region's economic growth potential and will help ensure the future viability of existing neighborhoods and downtowns.	Ensuring the safety of travelers is a priority for all government agencies engaged in transportation, **whether the trip is motorized or non-motorized. Efforts to reduce collisions, fatalities and injuries include making strategic investments in safety engineering, enforcement, education, and emergency services.** The public also expects transportation facilities to be kept in a **state of good repair**, which requires diligence in attending to ongoing maintenance and rehabilitation needs. Future investments to improve transportation will not perform as intended if the rest of the system is poorly maintained. Maintaining the condition of the Bay Area's transportation infrastructure will enhance the region's economic growth potential and will help ensure the **continued livability** of existing neighborhoods and downtowns.	• Traffic safety is called out more prominently in this goal. • Reference to terrorism is deferred to the proposed new SECURITY goal to respond to SAFETEA's new standalone planning factors for Safety and Security. • Reference to seismic retrofits has been moved to the proposed new SECURITY goal.
Objectives	• Reduce injuries and fatalities for all modes • ~~Be prepared for future transportation emergencies resulting from natural disasters and security threats~~ • Reduce long term transportation repair costs through timely replacement of assets • Save consumers repair costs due to poor road conditions	• Reduce **collisions**, injuries and fatalities for all modes • **Extend the safe and useful life of transportation infrastructure through cost-effective preventive maintenance and rehabilitation first, then replacement** • Save **vehicle owners** repair costs due to poor road conditions	• Extending the life of transit assets via timely maintenance and rehabilitation could be more affordable and cost-effective than replacing the assets.

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Examples of Current Efforts	A number of regional initiatives aim to improve the safety and condition of the Bay Area transportation system including: policies to close shortfalls for the timely replacement of worn-out transit vehicles and local street repair with flexible federal funding; efforts underway to complete seismic retrofit of Bay Area bridges; and programs offering technical assistance to cities and counties to improve roadway pavement conditions and improve bicycle and pedestrian safety. In addition, MTC and other Bay Area transportation agencies come together at least once a year to conduct emergency response exercises and training.	**A number of regional initiatives aim to improve the safety of Bay Area travelers and the condition of the transportation system including: funding for the timely replacement of worn-out transit vehicles and repairs to local streets; technical assistance programs for cities and counties to improve roadway pavement conditions and to improve bicycle and pedestrian safety; collaboration with Caltrans on its Strategic Highway Safety Implementation Plan (in progress); incident management programs; summit for older drivers to educate advocates and service providers on ways to assist older motorists stay sharp behind the way or transition out of driving; and exploration of vehicle safety applications through participation in the national Vehicle Infrastructure Integration (VII) effort.**	• New reference to the VII effort. • New reference to the state Strategic Highway Safety Plan and Strategic Highway Safety Implementation Plan.
Key Measures of Progress	• Number of injuries and fatalities at identified safety "hotspots" • Pavement Condition Index (freeways and roads) • Average age of transit fleet • ~~Progress in completing bridge seismic retrofit program~~	• Number of collisions, injuries and fatalities **in the region** • **Number of collisions involving fatalities or injuries by mode, cause, and facility type** • **Average age of transit fleet by service vehicle type** • **Miles between service calls by operator/vehicle type** • Pavement Condition Index (freeways and roads)	• The seismic retrofit measure has been moved to the SECURITY goal. • Consider the type of collisions (i.e., pedestrian, bike, speeding, alcohol) involving injuries or fatalities. • Miles between service calls may help show if vehicles are still performing reliably as we look at potential changes in the frequency of vehicle replacement.

SECURITY: Transportation Security and Emergency Management

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Purpose	N/A	**The Bay Area needs to be ready for a number of possible future natural and man-made emergencies, including earthquakes, floods, industrial accidents, and terrorist threats. Such emergencies may adversely affect the safety of the region's residents and the ability of our airports, ports, bridges, freeways, arterials, transit, and bicycle and pedestrian paths to serve regional travel needs. Protecting transportation facilities from natural disasters and terrorism is an important responsibility of federal, state, and local officials and requires the full cooperation of all Bay Area transportation agencies. In order to maintain a high level of preparedness for all risks, it will be necessary to address both pre-event prevention, protection, and detection, as well as post-event emergency response, recovery, and reconstruction. Strategic financial planning is also necessary to ensure that there will be adequate resources available to address transportation security and other emergencies when needed.**	• Consideration of SECURITY as a standalone goal is consistent with SAFETEA's new Security planning factor. • SECURITY is considered here as pre-event prevention, protection, and detection, and post-event emergency response, recovery, and reconstruction.
Objectives	N/A	• **Timely and coordinated response to any regional emergency that occurs through advanced planning and preparation** • **Support federal legislation to promote adequate security funding for airports and seaports.**	

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Examples of Current Efforts	N/A	**Transportation security and emergency management efforts underway include: (1) Trans Response Plan – MTC and other Bay Area transportation agencies continue to conduct emergency response exercises and training for earthquakes and terrorist attacks. (2) Regional Transportation Emergency Management Plan – This plan focuses on restoring basic mobility for the general public following a major disaster, and includes plans for three specific disaster scenarios. A separate planning effort focuses on transportation of emergency aid workers, evacuees, and supplies. (3) Regional Transit Security Strategy – MTC, the California Office of Homeland Security, and the major transit operators have convened the Regional Transit Security Working Group to foster security enhancements to the region's transit system.**	
Key Measures of Progress	N/A	• Progress in completing bridge seismic retrofit program • **Conduct regional emergency exercises** • **Number of high-priority transit security projects completed each year**	• Although MTC has no authority over when and with whom individual transit operators conduct emergency exercises with first responders, it is of regional interest that exercises are being conducted regularly so that each party is conditioned to the varied and unique functional and physical environments they may encounter in a real emergency situation.

RELIABILITY: A Reliable Commute

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Purpose	Every day people make choices about the easiest way to make trips to their jobs, shopping, school, recreation. As every traveler knows, certain corridors are heavily congested as too many vehicles try to get to too many places at the same time. Future regional growth will result in continue traffic problems throughout the Bay Area and in most of today's chronically congested corridors. However, travelers will benefit by having an expanded range of choices for making trips based on their personal requirements for travel time, cos convenience, and reliability. Many of the building blocks for an effective multimodal regional transportation system are already in place. Over the years, extensive new transit, carpool, and bike facilities have been created to provide new choices to travelers. In addition to these expanded choices, traffic management and operations strategies, such as incident management and real time information, and increased use of new technologies, are the ke to reducing the impact traffic congestion has on people's lives and businesses. The public also perceives the need to fine-tune the system at key locations, where people connect between modes. Good connections require a range of strategies from removing physical barriers, to better information, to having more services to connect to. Finally, whether people make trips by bike, transit, or car, they desire a certain amount of predictability in terms of how long their trip will take. The manufacturing and freight shipping industries also depend heavily on the delivery of products within specified time windows.	No Revisions	

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Objectives	• Provide travel options that are responsive to individual preferences for time, cost, convenience, and trip reliability. • Increase the number of on-time trips • Improve connections between transit systems and between freeway segments • Improve information on travel conditions and options • Make cost-effective use of new technologies to support objectives	• Provide travel options that are responsive to individual preferences for time, cost, convenience, and trip reliability. • Reduce delay experienced by travelers, thus increasing the number of on-time trips • Improve connections between transit systems and between freeway segments • Improve information on travel conditions and options • Make cost-effective use of new technologies to support objectives	
Examples of Current Efforts	Regional customer service programs such as the 511 traveler information system, FasTrak electroni system, freeway call boxes and roving tow truck patrols make the existing transportation system more reliable for travelers. Caltrans' Traffic Operations System (ramp metering, message signs incident detection), as well as signal coordination and retiming help traffic flow more smoothly. Carpool lanes along with the newly proposed network of high occupancy/toll (HOT) lanes and th Resolution 3434 Regional Transit Expansion Program will provide reliable travel alternatives in the most congested travel corridors. And funding for the Regional Bicycle Network will add reliable travel alternatives for shorter trips.	Regional customer service programs such as the 511 traveler information system, FasTrak electronic system freeway call boxes and roving tow truck patrols make the existing transportation system more reliable for travelers. Caltrans' Traffic Operations System (ramp metering, message signs, incident detection), as well as signal coordination and retiming help traffic flow more smoothly. Carpool lanes along with the newly proposed network of high occupancy/toll (HOT) lanes, the Resolution 3434 Regional Transit Expansion Program, **and real-time transit information** will provide reliable travel alternatives in the most congested travel corridors. Funding for the Regional Bicycle Network will add reliable travel alternatives for shorter trips.	

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Key Measures of Progress	• Capacity added to the metropolitan transportation system • Levels of service in congested corridors • Progress with freeway ramp meters and traffic signal retiming • On time transit performance • Effectiveness of incident management strategi • New transit connectivity projects • Progress in improving traveler information	• **Progress in completing the regional HOV/HOT network** • **Progress in implementing Regional Measure 2 and Resolution 3434 transit expansion projects** • **Number of vehicle revenue miles added to the transit system** • Levels of service **and delay** in congested corridors • Progress with **implementing** freeway ramp **metering** and traffic signal retiming • On time transit performance • Effectiveness of **freeway** incident management strategies • **Progress in improving traveler information such as providing real-time transit information, personalized 511 services, and increased public awareness of the 511 traveler system**	• Remove reference to the MTS • Add references to HOV network and RM2 and Resolution 3434 transit projects • Transit connectivity is more about access to transit services rather than the reliability of those services – move to ACCESS goal

ACCESS: Access to Mobility

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Purpose	MTC must consider the needs of all travelers in order to determine equitable distribution of mobility benefits. Certain segments of the population have fewer mobility options and therefore require special attention in transportation planning: households without a car, school children, older adults, and the disabled. Removing existing barriers to mobility for older adults, the disabled, low-income persons, and school children is a shared responsibility among many organizations, including transportation and social service agencies. While not the only solution to the mobility needs of these individuals, transit will play a key role in many of the desired trips. The cost of transportation can also be a barrier to travel to work, school, medical services, or basic shopping.	MTC must consider the needs of all travelers in order to determine equitable distribution of mobility benefits. Certain segments of the population have fewer mobility options and therefore require special attention in transportation planning: households without a car, school children, older adults, and the disabled. Removing existing barriers to mobility**—physical, informational, or financial—**for older adults, the disabled, low-income persons, and school children is a shared responsibility among many organizations, including transportation and social service agencies. While not the only solution to the mobility needs of these individuals, transit will play a key role in many of the desired trips. **In addition to fixed route transit service and paratransit services, other viable transportation options may include shuttles, accessible taxis, car-sharing, and auto loans to meet multi-faceted mobility needs.**	
Objectives	• Identify barriers, such as gaps in service, affordability, and safety • Improve delivery of services by coordinating with a range of agencies • Secure adequate resources to respond to lifeline mobility needs	• Identify barriers, such as gaps in service, affordability, safety, **and connectivity** • Improve delivery of services by coordinating with a range of public **and private service providers** • **Secure adequate resources to respond to needs identified in the Coordinated Public Transit-Human Services Plan**	• Added reference to connectivity (physical and informational accessibility, such as wayfinding signage).

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Examples of Current Efforts	Identification of a Lifeline Transportation Network; Low Income Flexible Transportation (LIFT) investment program; ADA and paratransit funding; Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) projects in disadvantaged communities; various planning studies such as the Older Adults Transportation Study; Transportation Affordability Study; Community-Based Transportation Plans; social equity analysis for Transportation 2030.	**Ongoing programs to address access and mobility include: (1) Coordinated Public Transit-Human Services Transportation Plan – MTC, in partnership with our transportation and human services partners, has led the effort to assess the needs of individuals with disabilities, older adults, and people with limited incomes. The Plan identifies strategies for meeting those needs, and prioritizes transportation services for funding and implementation. (2) Community-Based Transportation Plans – MTC is continuing work on preparing new plans as well as prioritizing funding for disadvantaged communities in the Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP). (3) Transit Passenger Demographic Survey – MTC is conducting a survey of 22 Bay Area transit operators to gauge customers' trip patterns, trip frequency, access to automobiles, race, and income. (4) Signage and Information – MTC is also funding improvements in wayfinding signage and in-station information at regional transit hubs based on findings from the Transit Connectivity Plan.**	• Added reference to the Coordinated Public Transit-Human Services Plan.

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Key Measures of Progress	• Amount of Lifeline transportation service provided • Progress in implementing transportation programs for older adults • Progress in completing community-based Plans • MTC and Transit Operator Title VI reports	• Amount of Lifeline transportation service provided • Number of Community-Based Transportation Plans completed • **Progress in implementing strategies from the Coordinated Public Transit-Human Services Plan** • **Progress in implementing improvements in wayfinding signage and in-station information at regional transit hubs as identified in MTC's Transit Connectivity Plan**	Deleted Title VI measure since MTC and transit operators, as Federal grantees, are legally required to prepare Title VI reports. Typically, no findings of significance come from Title VI reports. In addition, MTC has in place a discrimination complaint process to address customer complaints. Also, the Coordinated Public Transit-Human Services Plan addresses needs of low-income, older adults and disabled populations.

LIVABLE COMMUNITIES: A Region of Vibrant Neighborhoods

	Transportation 2030 Plan Goal	***Proposed Revisions***	**Reason for Revisions**
Purpose	It is widely recognized that, over the long term, transportation and land-use decisions will impact regional travel patterns as well as mobility within communities related to opportunities for biking, walking, or using transit. The Bay Area's Smart Growth Vision recommends that future development take place around major transit lines or in other infill locations within the urban core to increase regional housing stock and improve transportation options. There appears to be early consensus that, from the regional level, the most effective approach for achieving these desirable land-use patterns is through incentives to local government. In addition, smaller scale projects funded through MTC's Transportation for Livable Communities and Housing Incentive programs (TLC/HIP) will continue to play a role in helping communities create vibrant neighborhoods while providing expanding travel options within these communities.	**Transportation and land-use decisions will impact regional travel patterns and ultimately mobility within and between communities related to opportunities for biking, walking, or taking transit.** **The Bay Area took the first bold step in 2002 by adopting the Smart Growth Vision wherein new development would be concentrated in compact forms, in existing communities, in areas accessible to transit and in places that are close to services and employment opportunities. This more compact growth pattern produces more efficient use of transportation facilities, greater housing choices, revitalization of older neighborhoods, towns, and cities, preservation and conservation of agricultural land, open space, and sensitive habitats, and attainment of high quality of life for Bay Area residents. The latest multi-agency Focusing Our Vision (FOCUS) effort strives to further advance smart growth objectives by engaging local governments and soliciting their help in identifying priority development areas (PDAs) and priority conservation areas regionwide.** **Successful implementation of desired compact land-uses will require incentives to local governments.**	• SAFETEA requires RTPs to "promote consistency between transportation improvements and State and local planned growth and economic development patterns." • Introduces ABAG's Focusing Our Vision effort and the associated Priority Development Areas.

	Transportation 2030 Plan Goal	*Proposed Revisions*	Reason for Revisions
Objectives	• Create incentives to encourage transit-oriented development around regional transit systems and mixed-use development elsewhere • Create new and safer ways to get around within communities by fostering walking and biking and connecting communities to transit • Partner with local communities in developing transportation approaches that enhance community vitality for neighborhoods and retail centers	• **Continue to use incentives to encourage transit-oriented development around transit corridors and hubs and mixed use development elsewhere** • **Target incentives and financial resources in support of compact growth areas and new FOCUS priority development areas** • Create new and safer ways to get around **and between** communities by walking, biking, and taking transit • Partner with local communities in developing transportation approaches that enhance community vitality for neighborhoods and retail centers	• Emphasize the benefits of retrofitting existing development as well as forward planning of transit-oriented development assisted by public funds.
Examples of Current Efforts	Participation in regional Smart Growth initiative, expanded funding for TLC/HIP, Resolution 3434 regional transit expansion policies for supportive land use plans around new transit lines; Transportation Planning and Land Use Solutions (T-PLUS) – partnering with CMAs to help inform local land-use decisions	**The multi-agency FOCUS initiative is the latest regional effort to solidify the transportation-land-use connection and to improve the coordination between planned transportation investments and locally planned growth. Other regional programs that help to link transportation investment and supportive land use development include: MTC's Transit-Oriented Development policy ensures that Resolution 3434 transit expansion investments proceed only if station area plans and existing development exceed corridor threshold limits for housing. Smaller scale projects funded through MTC's Transportation for Livable Communities and Housing Incentive programs (TLC/HIP), Station Area Planning Grants, and Transportation Planning and Land Use Solutions (T-PLUS) continue to support the development and revitalization of livable communities.**	

	Transportation 2030 Plan Goal	*Proposed Revisions*	Reason for Revisions
Key Measures of Progress	• Number of TLC projects completed • Number of new Transit Oriented Development projects assisted with HIP • Number of new mixed use development projects assisted with HIP • Annual results of T-PLUS program	• **Number of regional and county TLC capital projects funded and completed** • **Number of new housing projects assisted with regional HIP** • **Progress in implementing MTC's Transit-Oriented Development Policy as applied to Resolution 3434 projects** • **Progress in implementing FOCUS priority development areas and priority conservation areas** • **Percent of all residents in the urban core within 5-minute walk to 10-minute or better transit service** • **Number of transit boardings per capita**	• Focus on the delivery of TLC regional and county capital projects. • Focus on MTC's HIP since only two CMAs have a county HIP program • Measures progress in implementing the Resolution 3434 TOD Policy and FOCUS

CLEAN AIR: Clearing the Skies

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Purpose	The federal and state governments have set standards to maintain healthy air. Over the last two decades, state and regional air quality agencies have achieved major reductions in chemicals that help form smog, and the Bay Area now meets the federal one-hour ozone standard. While most reductions from motor vehicles come from strict state controls on vehicle engines and fuels, certain types of transportation investments can help reduce the number of vehicle trips and lower emissions through more efficient traffic flows on freeways and local streets. Maintaining good air quality will require increased emphasis on efforts to control emissions on specific days when ozone could reach unhealthy levels. New challenges will include tackling the reduction of small particulate matter from vehicles (an emerging health concern), and further collaboration with the Central Valley on reducing transport of pollution from Bay Area sources.	**Air quality planning in the Bay Area is designed to have the region attain and maintain standards for healthy air set by the federal and state government. Over the last two decades, state and regional air quality agencies have made steady progress in reducing ozone precursors (smog) and carbon monoxide emissions from all sources, but new, more stringent standards for ozone and fine particulate matter will pose new challenges. Long-term trends show a continued decline in emissions of both ozone precursors and carbon monoxide emissions from cars and trucks, primarily as a result of strict state emission requirements for new cars. While new federal controls on commercial trucks will reduce emissions from these engines, additional motor vehicle travel will lead to increased levels of particulates overall. Transportation investments can contribute to improving air quality in a number of ways, from providing alternatives to automobile travel, to improving traffic flows on freeways and local streets, to funding emission control technologies to clean up diesel exhaust from older transit and commercial vehicles.**	• More information on long-term trends; identify new air quality standards as potential challenge; delete discussion of episodic controls, since this has not been worked on lately, except for Spare the Air/Free Transit Campaign.

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Objectives	• Achieve additional reductions in motor vehicle emissions through effective transportation control measures • Working with the Bay Area Air Quality Management District, develop new episodic control strategies for predicted high-ozone days • Help reduce particulate matter from buses and other heavy duty vehicles • Promote non-motorized travel to reduce auto trips	• **Reduce regional emissions from motor vehicles by supporting public transit, carpooling, and bike/walk modes** • **Reduce regional emissions by maintaining certain speeds on local streets and Bay Area freeways** • **Reduce long-term emissions from motor vehicles by supporting regional smart growth planning** • **Reduce particulate matter from buses and other heavy duty vehicles through investments in retrofit technology and cleaner engines**	
Examples of Current Efforts	Ongoing implementation of various state and federal transportation control measures; funding for emission control devices on urban buses to lower ozone precursors and particulate matter.	**Ongoing implementation of various state and federal transportation control measures; installation of retrofit kits on older diesel powered buses and garbage trucks to reduce particulate matter, and funding for free transit on predicted high ozone days.**	
Key Measures of Progress	• Periodic analysis of consistency between the Transportation 2030 Plan and Transportation Improvement Program (TIP) and the federal air quality plan (also known as transportation "conformity"). • Progress is retrofitting urban buses with new emission controls • Development of new episodic controls on Spare the Air days • Progress in funding bicycle and pedestrian projects	**Many transportation investments in the Plan will have both mobility and air quality benefits. Several measures of progress would include:** • **Implementation status of federal and state Transportation Control Measures** • **Periodic updates of motor vehicle emission inventories as part of federal and state planning processes** • **Periodic assessments of the conformity of the Bay Area Transportation Improvement Program and Regional Transportation Plan with the transportation emission "budgets" in the federal air quality plan (or "SIP")**	• New control strategies implemented at state and regional level will be needed to address criteria pollutants

Climate Change: Managing Global Warming

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Purpose	N/A – this is a new goal	**The continued warming of the earth's atmosphere will have numerous implications for the State and Bay Area, from health and environmental issues to impacts on the Bay Area's transportation infrastructure with rising sea levels. Transportation is nearly completely reliant on petroleum for fuel, thus the amount of regional travel and the efficiency of the vehicles used to transport people and goods will be major determinant of the amount of greenhouse gases (GHGs) produced by Bay Area travel activity. At the same time, critical elements of the transportation infrastructure (highway, rail, and airports) could face flooding as sea levels continue to rise. The state is committed to reduce its GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and 80 percent below 1990 levels by 2050.** **While there are multiple avenues for reducing GHGs from transportation, existing resources are scarce and there is a need to identify the most productive approaches to reducing GHG emissions. The same applies to the projects that will be necessary to protect the region's transportation infrastructure.**	• New goal to reflect state goal of reducing GHGs as well as significant public attention on climate change issue
Objectives	N/A	• **Identify the amount of future GHGs from Bay Area transportation sources** • **Identify emission reduction strategies and new funding sources for climate protection** • **Identify strategies to protect Bay Area transportation infrastructure and new funding sources for adaptation**	

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Examples of Current Efforts		**Many regional programs that improve transportation and air quality will also have direct GHG reduction benefits:** • **Ongoing analysis of potential transportation strategies for reducing GHGs that can be implemented by MTC** • **Participation in Joint Policy Committee process that will identify cooperative climate protection efforts that can be implemented by MTC, ABAG, the Air District and BCDC.**	•
Key Measures of Progress		• **Air District GHG Emission Inventory which shows trends in GHGs from transportation as well as all other Bay Area sources**	•

EFFICIENT FREIGHT TRAVEL: Moving Goods to Market

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Purpose	Expected increases in population and a resurgent economy will contribute to increased truck movement throughout the region, especially near the Bay Area's major airports and seaports. Innovation in intermodalism has transformed the movement of freight, creating efficient connections between carriers, but ultimately the region's major freight corridors will need further expansion. Both congestion on key freight routes and the reliability of trip times have become major concerns for those who move freight within, into and out of the Bay Area. The increasing cost of moving freight in the region could contribute to a higher cost of living, while impediments in shipping freight could lead some industries to relocate.	Expected increases in population, **growing international trade with the Pacific Rim,** and a resurgent economy will contribute to increased truck **and rail freight** movement throughout the region, especially near the Bay Area's major airports and seaports. Innovation in intermodalism has transformed the movement of freight, creating efficient connections between carriers, but ultimately the region's major freight corridors, **particularly for rail freight,** will need further expansion. Both congestion on key freight routes and the reliability of trip times have become major concerns for those who move freight within, into and out of the Bay Area. **Furthermore, the environmental impacts of moving freight on local communities must also be considered, including air pollution, noise, and local traffic congestion.** The increasing cost of moving freight in the region could contribute to a higher cost of living, while impediments in shipping freight could lead some industries to relocate. **The needs of the goods movement industry should be better integrated into local land use and development decisions.**	• Acknowledge local concerns regarding goods movement, in particular air quality/emissions related impacts and the need to address these as part of a comprehensive goods movement strategy.
Objectives	• Identify key improvements in the surface transportation system where public investment can help the freight industry; • Identify long term capacity issues associated with cargo movement through airports and seaports • Collaborate with the private sector to best leverage both public and private financial resources to improve freight-related infrastructure.	• Identify key **freight** improvements **and potential funding sources, including private sector, state, and potential federal funding**; • Identify long term capacity issues associated with cargo movement through airports and seaports • Collaborate with the private sector to best leverage both public and private financial resources to improve freight-related infrastructure. • **Encourage progress in implementing ITS and operational solutions to improve goods movement**	

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Examples of Current Efforts	Regional Freight Initiative-- to identify future freight improvement projects in the region and issues related to zoning protection for freight activities; advocacy related to new transportation reauthorization bill (SAFETEA)	MTC's Goods Movement/ Land Use Study (in progress) seeks to further the region's understanding of goods movement/land use issues and the implications of land use decisions for the transportation network, the environment and the overall quality of life and cost of living in the region. Such understanding can build interest and constituencies and provide the rationale for a regional land use strategy in support of a more efficient goods movement system. **MTC is also working with surrounding regions (San Joaquin, Sacramento and Stanislaus) to evaluate the short and long-term infrastructure needs along the two major trade corridors serving the Bay Area. This collaboration is critical because trade relies on multi-region corridors to serve both inter-regional and international goods movement.**	
Key Measures of Progress	• Identification of key freight projects and associated funding • Development of a regional truck network on local arterials • Inclusion of a regional air cargo plan element in the next Regional Airport System Planning Analysis	• Identification of key freight projects and associated funding **including private sector funding** • Inclusion of a regional air cargo plan element in the next Regional Airport System Planning Analysis • **Progress in implementing priority freight projects** • **Progress in implementing new ITS or operational programs to improve efficiency of goods movement and/or environmental impact of goods movement**	

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Memorandum

TO: Partnership Technical Advisory Committee DATE: April 9, 2007

FR: Ashley Nguyen and Lisa Klein W. I.

RE: Defining the 2009 RTP Vision

RTP APPROACH

The 2009 Regional Transportation Plan (RTP) will begin by first developing a "vision" of the region's future, and then defining the transportation policies, investments and finances that support that future. This new approach provides us an opportunity to fully assess the region's long-range transportation system needs and travel patterns as they relate to current and planned land-use and growth patterns. MTC will use the latest socio-demographic assumptions, which is ABAG's adopted Projections 2007, and will reference and incorporate the outcomes of the multi-agency FOCUS effort. Once we establish this "big picture" planning context, then we can identify, discuss and prioritize the transportation investments and finances that the region ought to pursue in the financially constrained plan element to better support and carry out our vision (see Attachment A).

PROCESS FOR DEFINING THE RTP VISION

Scenario Performance Assessment

MTC staff believes that the RTP Vision should be oriented towards goals and policies that help define investment strategies. Since the RTP Vision is not financially constrained, we have the opportunity to think strategically about policies that best move the region towards its established goals. Staff proposes to set performance-based targets and then measure the contribution of various scenarios against these targets (see Attachment B). In essence, we are looking to develop an outcome-based RTP.

MTC staff will evaluate the projects/programs proposed for the RTP Vision through two separate processes: (1) scenario performance assessment, which is described below and in Attachment B, and (2) project performance assessment. We will present the overall approach, process, and potential measures for project performance assessment in greater detail at the May 21 PTAC meeting.

For the scenario assessment, staff proposes to use the adopted Projections 2007 as the underlying socio-demographics assumption, and use today's conditions (2006) as the benchmark for comparative purposes. We have defined three preliminary performance-based targets:

- Delay (e.g., reduce person hours of delay by 50 percent compared to today);
- Vehicle Miles Traveled (VMT) (e.g., reduce VMT traveled by 5 percent compared to today); and
- Emissions (e.g., reduce carbon dioxide to 1990 levels; reduce particulate matter to 2000 levels).

The three proposed scenarios to be evaluated are: (1) freeway operations and management strategy as defined largely by the Freeway Performance Initiative, (2) High-Occupancy Vehicle (HOV)/High-Occupancy Toll (HOT) Network with supporting express/local bus transit, and (3) an aggressive rail and ferry network that reflects Regional Rail Plan and Water Transit Authority's ferry plan. Based on the scenario performance assessment, the RTP Vision ultimately would likely be a combination of all the strategies considered. The RTP Vision would be subject to further policy and financial discussions in the effort to define the financially constrained and vision elements of the plan.

Process for Project Submittal

MTC staff would like to solicit the Partnership's assistance in identifying projects and programs for consideration in the RTP Vision scenarios and project assessment. Our request to the Partnership is twofold: (1) we are requesting your help to update the project information for projects/programs identified in the financially constrained and vision elements of the Transportation 2030 Plan, and (2) we are requesting that you submit, as necessary, new projects/programs for consideration in the RTP Vision.

Rather than starting from scratch, MTC staff proposes to draw projects/programs from the Transportation 2030 Plan, updating projects/programs where needed. We would also extract projects/programs identified in current regional planning efforts such as the Freeway Performance Initiative (FPI), Regional Rail Plan, Regional High-Occupancy Toll (HOT) Network Study, and the Northern California Trade and Mobility Corridor initiative (Prop. 1B Trade Corridors). We would also seek projects/programs from current updates to the countywide transportation plans (CTPs) prepared by the Congestion Management Agencies (CMAs), short-range transit plans prepared by transit operators, ferry master plan prepared by the Water Transit Authority (WTA), and other corridor studies prepared by Caltrans, CMAs, etc.

To provide some guidance on what projects/programs should be submitted, below are parameters that the Partnership should consider when identifying new projects/programs for the RTP Vision.

- Project should be:
  - Major capacity investment to improve the safe and efficient travel of people and goods, such as widening of lanes on highways and principal arterials, new interchanges, direct interchange connectors, truck climbing lanes, new Bus Rapid Transit (BRT) or express bus services, new fixed guideway extensions, and other capacity improvements that provide for greater through-put
  - Major operational improvements such as those considered in the Freeway Performance Initiative (FPI) and system management or safety investment such as ramp metering and auxiliary lanes
- Project should be derived or consistent with existing plans or corridor studies such as the Transportation 2030 Plan, CTPs, SRTPs, WTA's Ferry Plan, FPI, Regional HOT Network Study, Regional Rail Plan, etc.
- Project should be defined sufficiently to generate sketch level data for evaluation and modeling purposes (roadway project: detailed project description, project limits, roadway detail; transit project: transit headways, routing/stops/stations, and transit fares)
- Project should <u>not</u> have been rejected in a recently completed corridor or planning study
- Project should <u>not</u> have a fatal environmental flaw that could not be reasonably mitigated

- Smaller projects, to the extent possible, need to be bundled into larger programmatic categories, such as bicycle and pedestrian projects, soundwalls, traffic calming program, transit station enhancements, etc. Such projects would not typically be coded in the regional travel model nor subject to air quality conformity. The local streets and roads maintenance, transit operating and capital improvements (including replacement, rehabilitation, and minor enhancements to rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion); local bridge maintenance program categories do not need to be submitted; MTC staff will be working directly with the Partnership Local Streets and Roads and Transit Finance committees to develop these programs.

Project information requested will include project scope, costs (including mid-year construction costs as required by SAFETEA), modeling details, project completion years, and so forth. Please note that MTC staff will be working with a consultant to upgrade the RTP Database (which contains all current RTP project information for projects/program identified in the Transportation 2030 Plan) and to develop an application that would allow the Partnership to submit projects to MTC via an on-line project submittal form (similar to, but not as sophisticated as, the project form used in the Transportation Improvement Program's Fund Management System (FMS)). We anticipate that this on-line project form will be available by late June 2007.

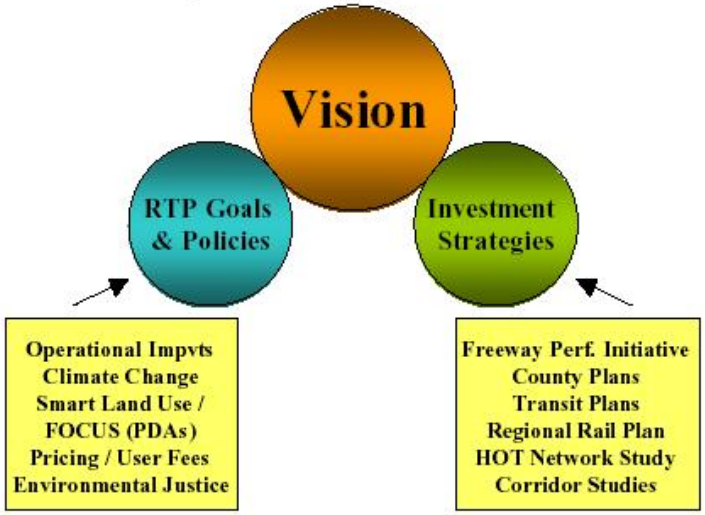
Schedule

MTC would like to have a complete inventory of projects/programs to be included in the RTP Vision by July 27, 2007. So, as you are updating your CTPs and SRTPs, we encourage you to begin thinking about potential projects/programs that would be good candidates for the RTP Vision. Key milestones are as follows:

- Online Project Submittal Form available by June 22, 2007
- Project Submittals due to MTC by July 27, 2007
- Complete inventory of projects/programs for RTP Vision by July 31, 2007
- MTC approval of scenario/project performance assessment approach/measures on July 13, 2007
- Start scenario and project performance assessment on August 1, 2007

Development of the 2009 RTP Vision

Step 1: Develop Vision



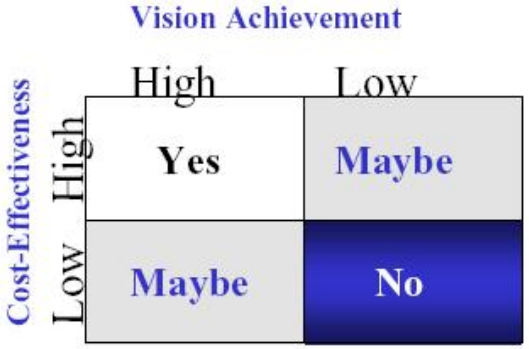
Step 2: Assess Performance

Performance Assessment

RTP Goals	Measures
Safety / Security	VHD & PHD
Reliability	VMT
Access	Travel Time
Livability	EJ (Job Access)
Air Quality	Emissions
Climate Change	Cost-Effectiveness
Goods Movement	Benefit/Cost Ratio

- Assess how Vision supports FOCUS

Step 3: Apply Policy Considerations



Step 4: Determine Vision Phasing

Step 5: Apply Financial Constraint

Draft: 3/29/07

Attachment A

Scenario Performance Assessment for 2009 RTP

Define Performance-Based Targets

DELAY

- Reduce person hours of delay (PHD) by 50% compared to today (2006)
- Cost-Effectiveness

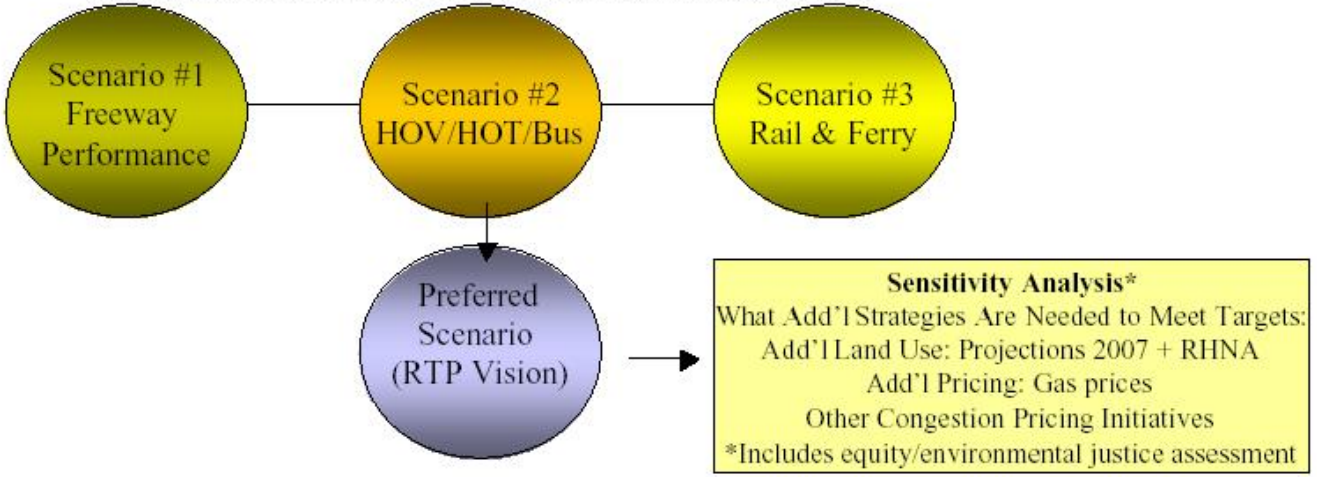
VMT

- Reduce vehicle miles traveled (VMT) by 5% compared to today (2006)
- Cost/PHD Reduced
- Cost/Emissions Reduced

EMISSIONS

- Reduce particulate matter to 2000 levels
- Reduce carbon dioxide to 1990 levels

Conduct Scenario Performance Assessment



Apply Financial Constraint

Financially Constrained **Vision**

4/09/07

Attachment B

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Memorandum

TO: Local Streets & Roads Working Group, and Arterial Operations Committee

DATE: April 26, 2007

FR: Christina Atienza

W. I.: 1234

RE: **Traffic Safety Vision for 2009 RTP**

At the February 2nd meeting of the Local Streets & Roads Working Group and the March 6th meeting of the Arterial Operations Committee, staff led a general discussion on traffic safety with a goal of informing preparations for the 2009 Regional Transportation Plan (RTP). There was significant interest in the topic during those meetings, and several suggestions were put forward for potential areas to pursue. Staff have since conducted a planning-level regional collision analysis to advance the discussion. At the upcoming meetings of both groups, staff will be soliciting additional input. Of particular relevance are the following questions:

1. ***Context.*** Should there be a regional approach to traffic safety?

   - **Figure 1** shows a comparison of traffic fatality trends in the US and Great Britain. The total number of persons killed since the advent of the automobile is five times the nation's total number killed in wars. Since the 1990s, the number of fatalities in the US has remained fairly constant, while the number of fatalities in Great Britain has continued to decline. While the precise reason for this is not known, it is indicative of a national trend. Should this topic be addressed at the national level?
   - **Figure 2** shows a comparison of fatalities and injuries in California versus the Bay Area. There are marked differences in certain categories, for example in collisions involving right of way and turning, speeding and aggressive driving, and young drivers. Will the statewide effort adequately address Bay Area needs or should the Bay Area focus on its unique problems?
   - **Figure 3** shows the number of collisions involving fatalities and injuries in the Bay Area over the past nine years. There is a downward trend in the number of injuries, but not in the number of fatalities. Traffic safety is a complex, multivariate problem, so there are many possible reasons for the downward trend. In terms of targeting areas for improvement, the approach that is advocated by NHTSA is a combination of engineering, enforcement, education, and emergency services. Given that a majority of collisions occur as a result of human factors, is it appropriate for a transportation agency to lead the effort?

2. ***Goal.*** What is the appropriate goal: to reduce the number of fatalities and injuries or to reduce fatality and injury rates?

   - **Figure 4** shows 2005 fatal and injury collisions in the Bay Area by mode. Pedestrians, bicyclists, and motorcyclists together account for over 40 percent of fatal collisions and 20 percent of injury collisions. In contrast with auto-auto collisions for which rates can be easily calculated using vehicle miles of travel (VMT), it is difficult to calculate rates for these modes because their number is unknown.
   - **Figure 5** shows 2005 fatal and injury collisions in the Bay Area by county and road type. A majority of fatal and injury collisions occurred in Alameda, Santa Clara, and Contra Costa Counties, yet a comparison of rates using VMT might indicate higher fatality and injury rates in other counties. Also, a majority of collisions in each of the counties occur on local roads, yet a comparison of rates using VMT might indicate higher fatality and injury rates on the State highway system.
   - Transportation 2030 stated as a measure of performance the number of fatalities and injuries at safety hot spots. Identifying high collision locations in the region is a very labor-intensive task. A sampling analysis of a handful of large and very busy intersections revealed no more than 50 collisions per year, indicating that the total number of collisions at hot spots account for a very small percentage of the total number of collisions in the region. Should hot spots be a focus of the 2009 RTP or is it more appropriate at the local level?

3. ***Strategies.*** For a given traffic safety problem, how should strategies be assigned and prioritized?

   Figure 6 shows 2005 fatal and injury collisions in the Bay Area by primary cause. A majority of the collisions were attributed to DUI, speeding, and improper turning. Taking speeding as an example, the SHSP recommends the following strategies:

   Change our social norms to reduce the acceptability of speeding and other forms of aggressive driving

   Provide targeted enforcement to locations prone to speeding and other forms of aggressive driving

   Employ engineering methods to deter speeding and other forms of aggressive driving (e.g. traffic calming)

   Ensure consistent adjudication of drivers cited for speeding and other forms of aggressive driving

   Reduce the presence of speeding, unsafe, and aggressive driving on the television and in movies

   Many agencies need to implement these various strategies. Which should be implemented at the national, state, regional, and local levels? Are there benefits to coordinating across the different disciplines and jurisdictions?

4. ***MTC's Role.*** Given the above overview of traffic safety in the region, what is the regional responsibility of MTC? The distributions by mode shown in Figure 4, by county and road type in Figure 5, and by primary cause in Figure 6 were nearly the same for 2004. If collisions are more or less keeping pace with VMT, what proactive regional measures can MTC take to reduce that ratio?

Figure 1. Comparison of Traffic Fatality Trends in the US and Great Britain

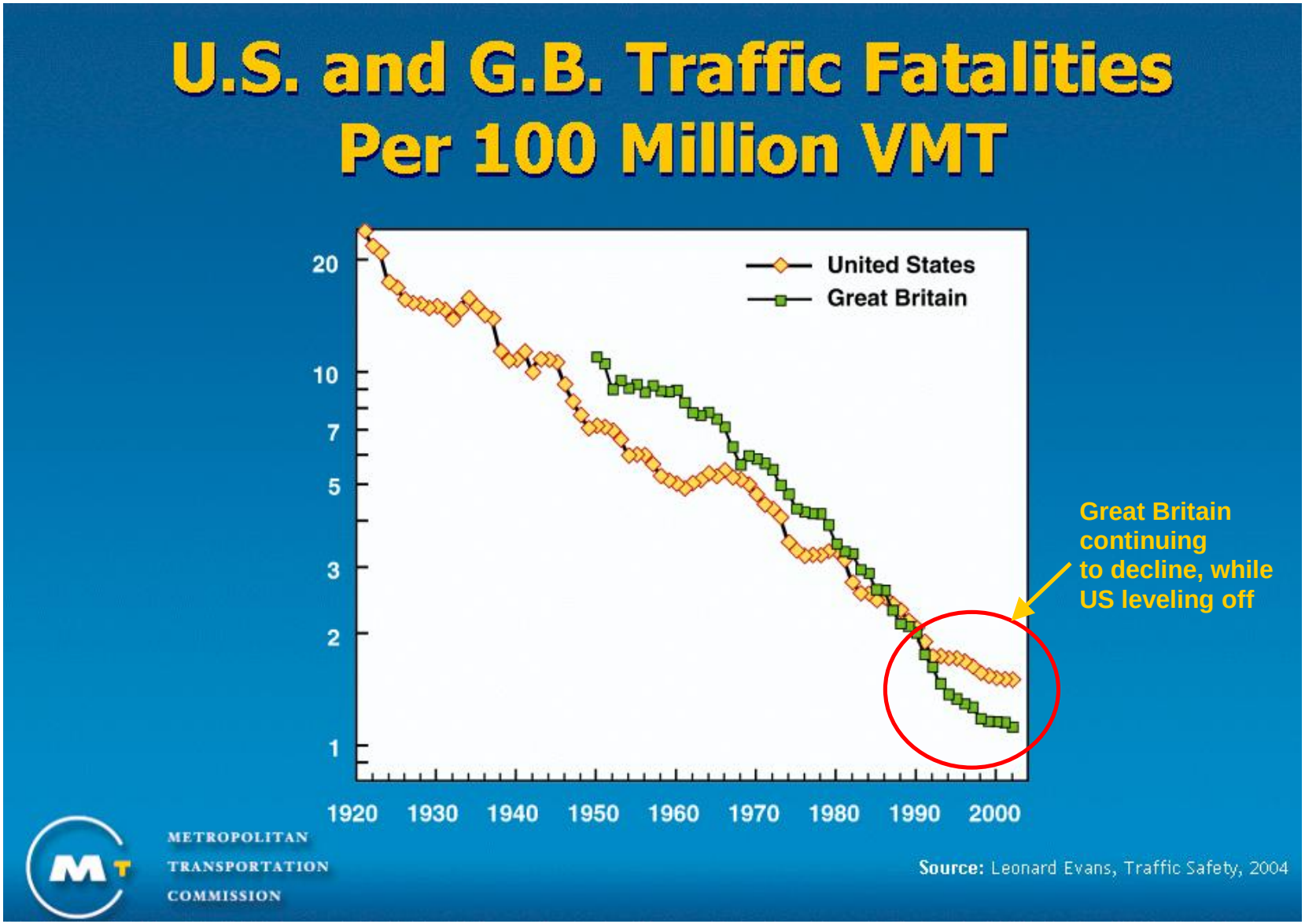
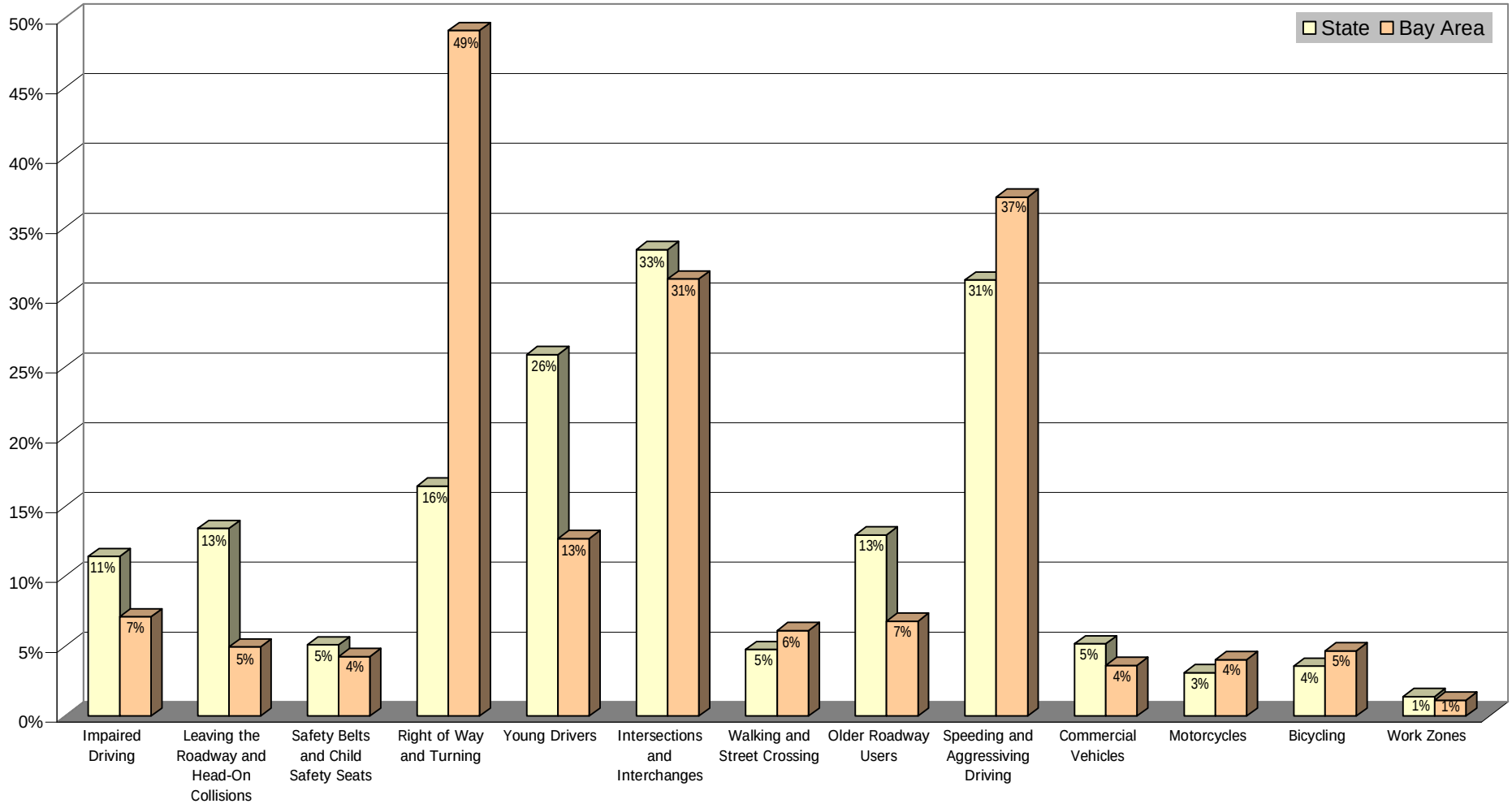


Figure 2. Comparison of Fatalities and Injuries in California and the Bay Area



Sources: 2006 California Strategic Highway Safety Plan and Statewide Integrated Traffic Records System.
Notes: 1) State data was for 2002 to 2004, and Bay Area data was for 2003 to 2005. 2) Categories are as designated in the California Strategic Highway Safety Plan. 3) Percentages do not add up to 100 because categories are not mutually exclusive.

Figure 3. Bay Area Fatal and Injury Collisions, 1997-2005
(Source: Statewide Integrated Traffic Records System)

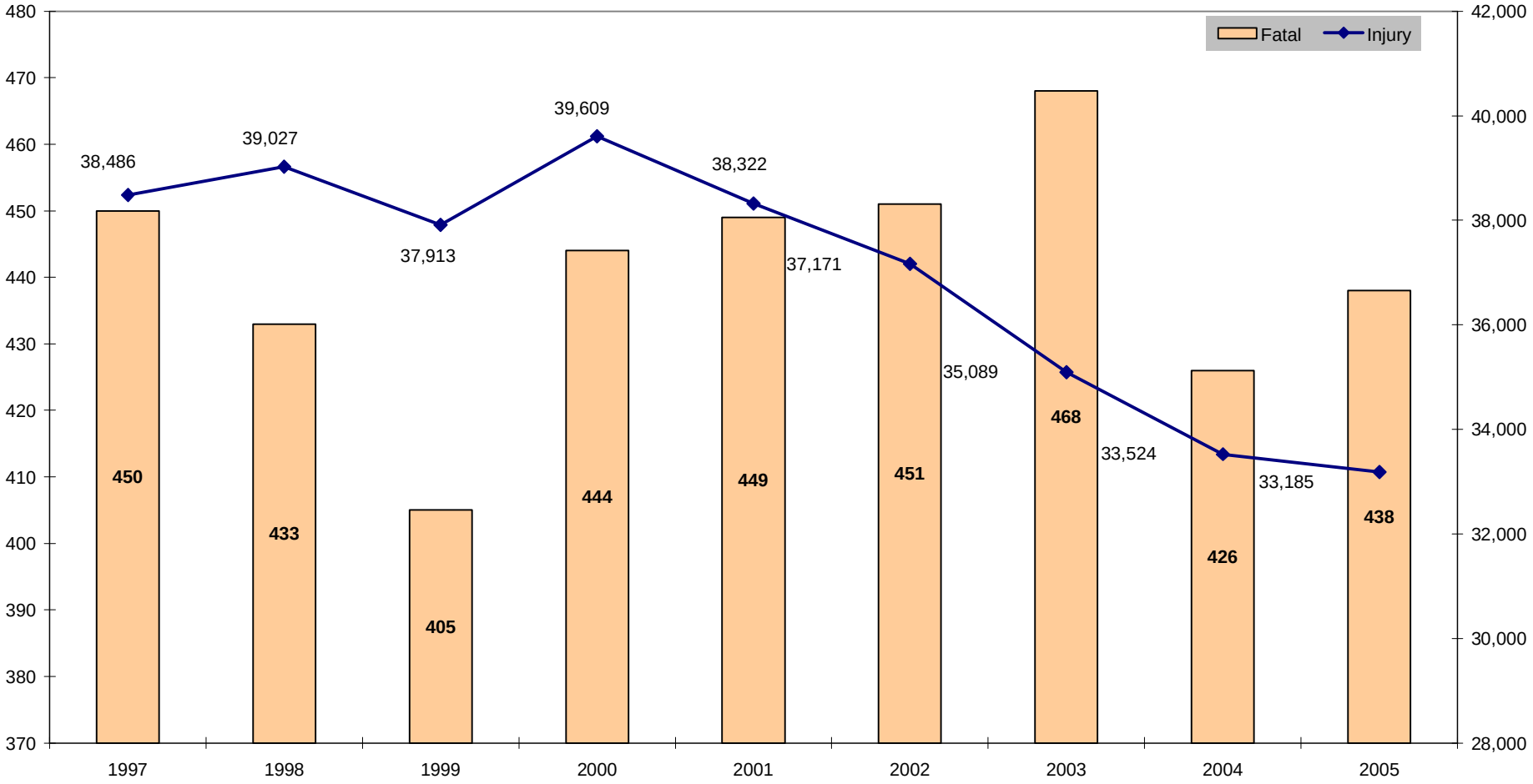
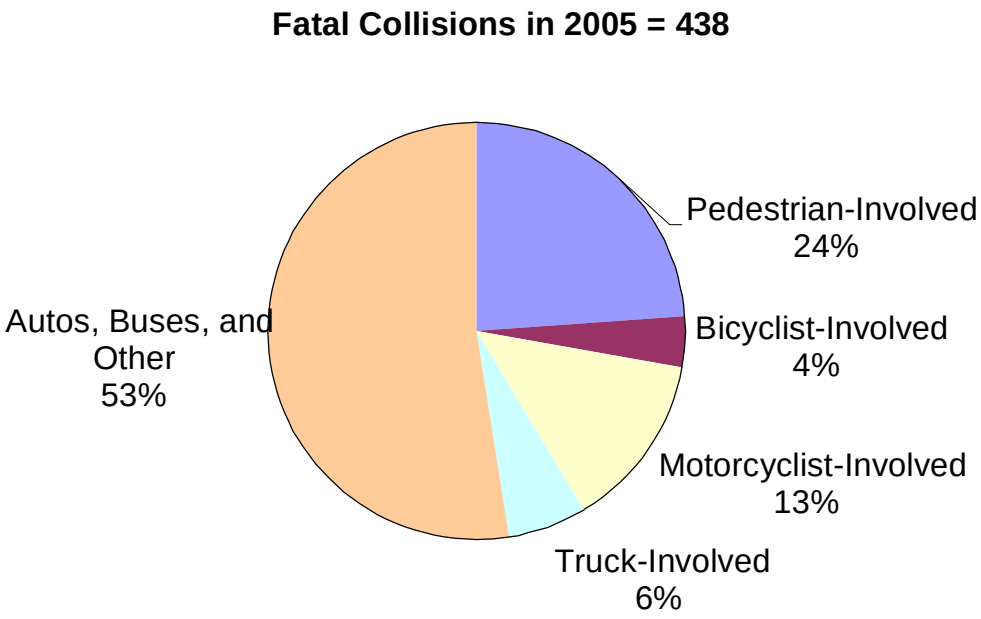


Figure 4. Bay Area Collisions by Mode
(Source: Statewide Integrated Traffic Records System)



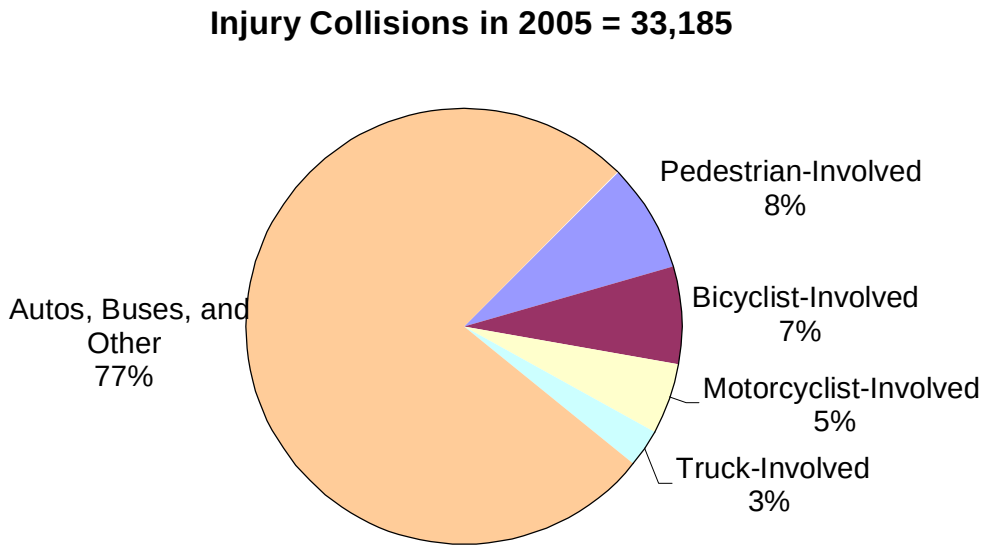
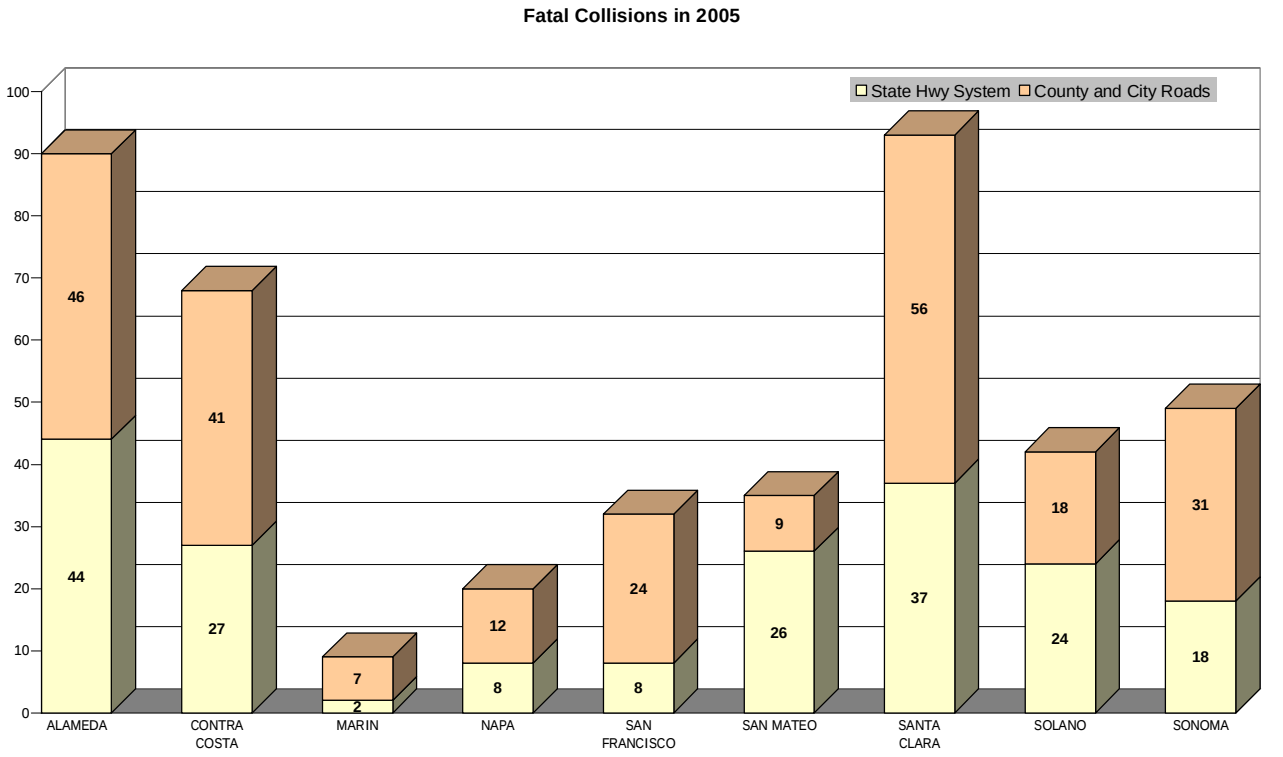


Figure 5. Bay Area Fatal and Injury Collisions by County and Road Type

(Source: Statewide Integrated Traffic Records System)
Note: State Highway System consists of freeways, ramps, and State Routes.



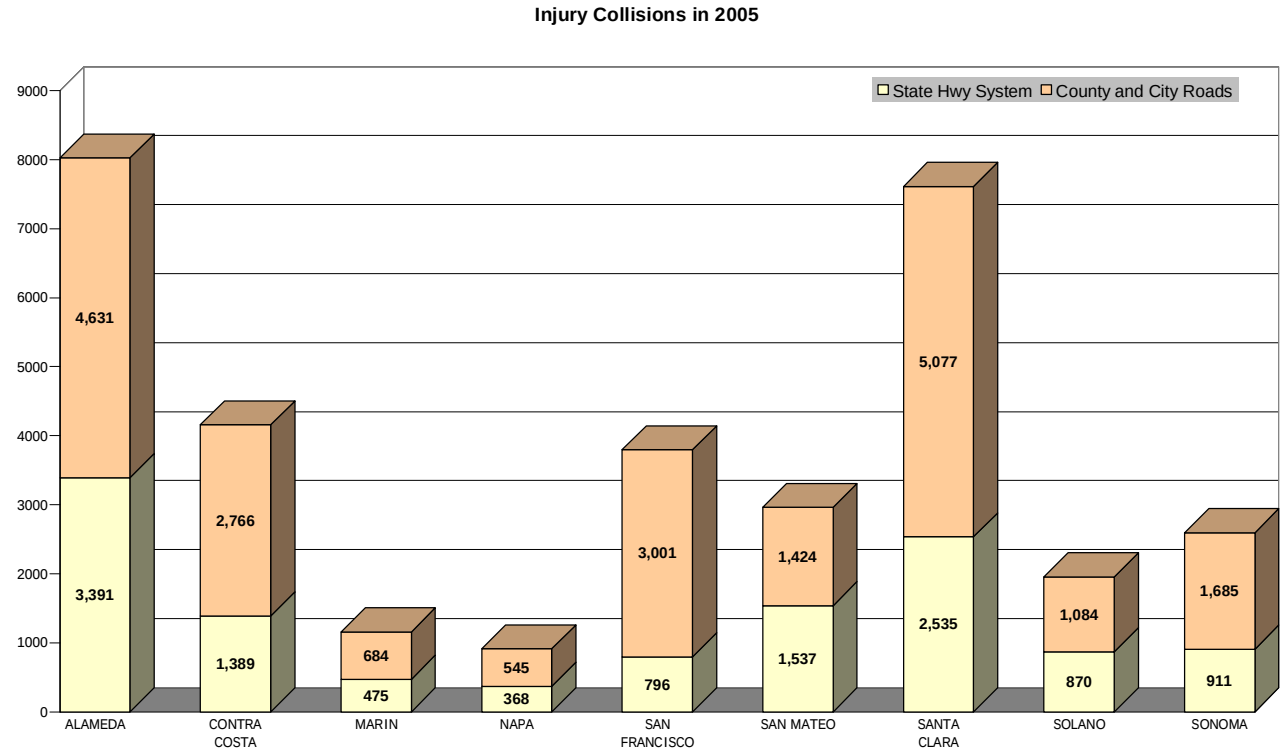
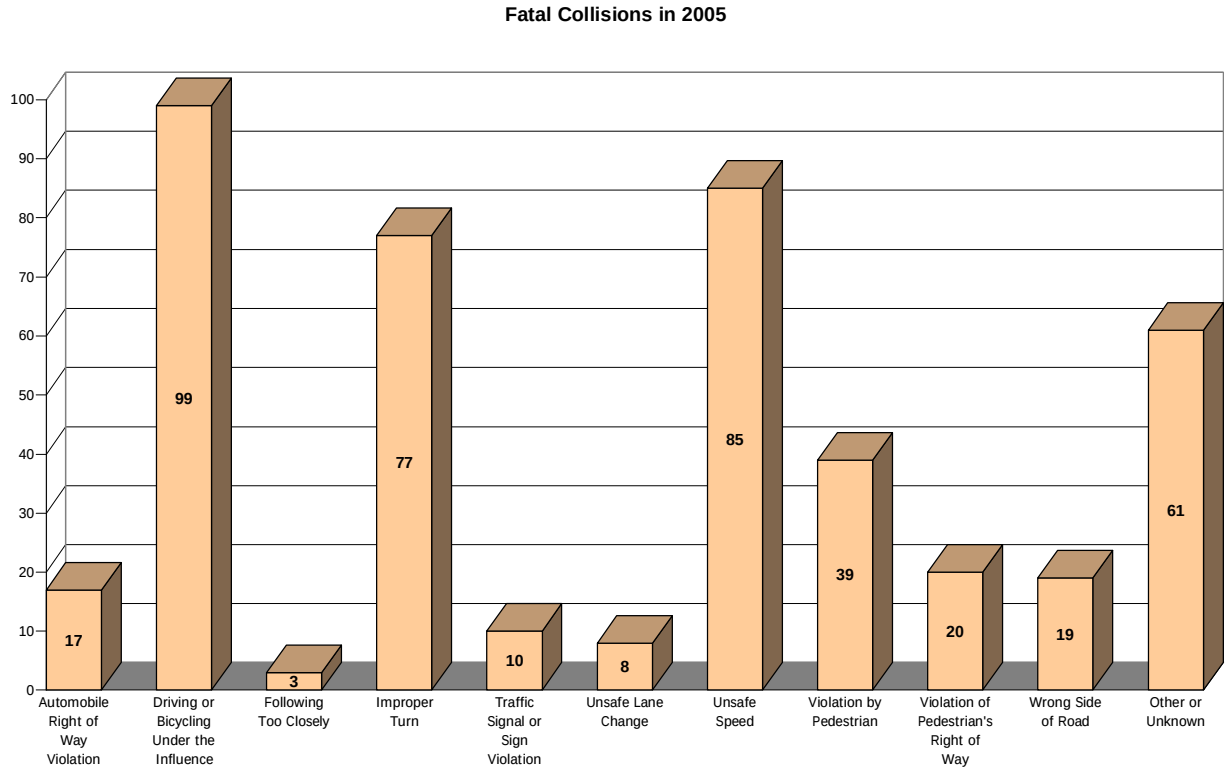
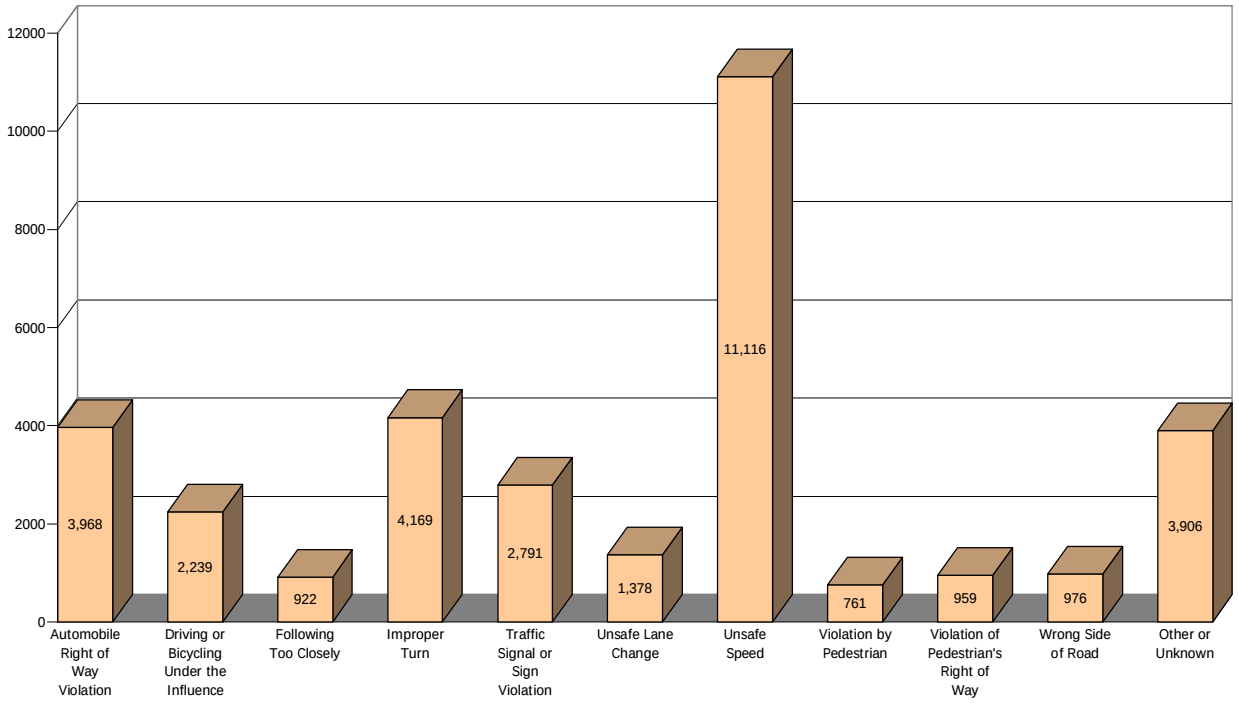


Figure 6. Bay Area Fatal and Injury Collisions by Primary Cause

(Source: Statewide Integrated Traffic Records System)
Note: Categories are designated by CHP.





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Memorandum

TO: Arterial Operations Committee DATE: April 26, 2007

FR: Christina Atienza W.I.: 1234

RE: **Other Business**

FOCUS Call for Projects

"Focusing Our Vision" (FOCUS) is a regional planning initiative in which regional agencies are working together with local governments to create a specific and shared concept of where growth can best be accommodated and what areas need protection in the region. All local governments are invited to participate in the FOCUS process and apply to designate priority development areas (PDAs). More information and applications are available at www.bayareavision.org/focus. The submission deadline for the first round of applications in **June 29, 2007**.

Regional ITS Architecture Workshop

Caltrans, FHWA, and ITS California invite you to attend a **FREE one day workshop** on how to get the most out of your transportation investments through the timely updating and modification of your regional ITS architectures. ITS architectures are emerging as significant planning documents that facilitate planning, programming and initiating of technology projects. Keeping them up-to-date also allows regions to be in compliance with federal consistency reviews.

The workshop will be held on May 16 in Davis, CA. The deadline to register is April 27 at **http://www.kimley-horn.com/Projects/ArchitectureWorkshop.** Additional workshop logistics and information is available at the site as well.

Bike-to-Work Day

May is National Bike Month, and Thursday, May 17 marks the San Francisco Bay Area's 13th annual Bike to Work Day, a celebration of bicycling as a healthy, fun and viable form of transportation. On the morning of May 17, volunteers at hundreds of energizer stations will be located along bike commute routes in all nine Bay Area counties to provide free beverages, bike-related giveaways, snacks and encouragement to bicyclists. And, during the month of May, dozens of exciting local events will take place throughout the Bay Area to promote bicycle commuting. Due to its success last year, Bike to Work Day organizers are also bringing back the "Team Bike Challenge" to encourage existing bicycle commuters to recruit their colleagues, friends, neighbors and local 'honorary' figures to bicycle to work, school and other destinations during the month of May. See http://www.bayareabikes.org/btwd/index.php for more information.